

CLASSIFICATION ~~SECRET~~COUNTRY East Germany REPORTTOPIC Altenburg AirfieldEVALUATION PLACE OBTAINED DATE OF CONTENT DATE OBTAINED DATE PREPARED 15 November 1954REFERENCES PAGES 3 ENCLOSURES (NO. & TYPE) REMARKS This is UNEVALUATED
Information

1. The following air activity and aircraft were observed at Altenburg airfield between 20 and 29 September 1954:

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20 September. No flying was practiced.

21 September. Between 0900 and 1139, MiG-15s or U-MiG-15s practiced flying. A total of 67 individual take-offs were counted. The aircraft took off at intervals of 2 to 2½ minutes and practiced individual flying at altitudes of about 800 meters for 4 to 6 minutes. Between 1213 and 1543, MiG-15s or U-MiG-15s practiced flying in formations of three. A total of 122 take-offs were counted. The aircraft took off alternately individually and in formations of two. The take-offs of the latter were made at intervals of 2 to 3 minutes. The aircraft assembled to formations of three at altitudes of about 1,000 meters and landed again after 9 to 12 minutes. Between 1300 and 1520, 3 Po-2s also practiced flying with one Po-2 being aloft at a time for a flight of 26 to 29 minutes. The Po-2s approached for landing from the northeast. Up to 4 formations of three MiG-15s or U-MiG-15s and 1 Po-2 were seen aloft at the same time. About 0900, the following aircraft were parked at the field: Four MiG-15s or U-MiG-15s side-by-side facing west in front of the eastern concrete apron south of the flight control station; 18 MiG-15s or U-MiG-15s in two rows of 9 aircraft facing west about 20 meters west of the abovementioned 4 MiG-15s; 2 Po-2s side-by-side and facing south next to the two rows of MiG-15s; and 2 high-wing or mid-wing monoplanes with radial engines facing south next to the Po-2s.

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22 and 23 September. No air activity was observed.

24 September. Between 0908 and 1332, a total of 46 individual take-offs by MiG-15s or U-MiG-15s were counted. The aircraft disappeared out of sight toward the west at altitudes of 800 to 900 meters. Only one aircraft was seen aloft at a time.

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25 September. Between 1038 and 1122, 8 MiG-15s or U-MiG-15s took off individually toward the southwest for flights of 5 to 6 minutes duration. The aircraft flew out of sight at altitudes of about 600 meters and landed again to the southwest.

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26 September. No flying was observed.

27 September. Between 1702 and 1733, 9 MiG-15s or U-MiG-15s took off toward the southwest and flew individually at altitudes of about 500 meters over Altenburg. At about 1800, aircraft were parked at the field as on 21 September. About 1805, the aircraft were towed in the direction of Jagen (forest district) 11 north of the runway where aircraft revetments were apparently located.

28 September. During the daytime, no flying was observed. Between 1901 and 2104, MiG-15s or U-MiG-15s made individual flights of 5 to 6 minutes duration at altitudes of about 500 meters. One aircraft was aloft at a time. The aircraft had set position lights. Only the rotary searchlight was in operation.

29 September. There was no air activity. 1

2. On 27 September, three radio trucks including one with an antenna system apparently of type Rus II were seen in Jagen 11 north of the runway just south of Teichgraben. 2
3. To proceed from the location of Neuenmoerbitz to Wilchwitz civilians were permitted to use a path through the Leina Forest (woods) as far as triangulation point 208.6 near Foersterdenkmal (monument) and from there a path in the direction of Bocka, then the road to Wilchwitz via Kraschwitz. It was observed that parallel to this route outside of the woods in the direction of the airfield, double sentries were patrolling and all paths leading to the landing field were blocked 3
4. Clearing work was being done in Jagen 11 north of the runway. It was believed that aircraft revetments were to be built there later on. This assumption was supported by the fact that the clearing was not extended as far as Jagen 22/23 but only to Jagen 9, 10 and 22. Jagen 22 and 23 previously known as Bocka-Wald were cleared completely. The northeastern side of the field appeared to be open; thick brushwood obstructed the view. 4
5. At 1515 on 25 September, one Li-2 landed at the field. One Li-2 took off at 1545 and landed at 1745. At 2030, a Li-2 with set position lights took off. 1
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7. Between 1 and 6 October, there was only light air activity by MiG-15s or U-MiG-15s. Two to 3 aircraft made extended local flights at altitudes above 1,000 meters. 1
8. Between 1400 and 1800 on 5 October, 24 MiG-15s or U-MiG-15s were parked at the field, including 10 side-by-side at the dispersal area in the southeastern corner of the field, 6 on the taxiway south of the hangars, and 8 side-by-side at the dispersal area of the alert flight at the southeastern end of the runway. Four of the latter aircraft were being parked there during the reported period. None of the aircraft was canvas-covered. There was no flying during the time of observation. 1
9. There was no change in the status of the AA gun emplacement in the southeastern portion of the landing field. The guns were covered with tarpaulins.

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10. The landing lighting facility and the radio installation with one mast were seen at their previous location in the northern extension of the runway. One radio installation was located next to a sand pit at Teichgraben north of the runway. The Token type radar set had been moved south of the point where the road from Altenburg meets the western fence of the field near triangulation point 119.8. A Fishnet type radar set was seen next to the Token type set both of which were located outside the fence. Four trucks with tarpaulins were parked near the Token type set and two trucks near the Fishnet type set. A Kniferest type and a Fishnet type radar set were located in the southern part of the field east of the southern end of the runway. Another Fishnet type radar set was seen at the northern end of the runway. None of the sets was seen in operation. There was no change in the status of the wooden tower with three antennas east of the quartering buildings at the edge of the woods. 2

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11.

1. Comment. Two fighter regiments are believed to be still stationed at Altenburg airfield. The high number of take-offs and the parking of aircraft in the revetments in the woods north of the runway on 21 September were probably connected with the fall maneuvers which began on 20 September.

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2. Comment. The Rus-2 set north of the runway was reported for the first time. Possibly the installation was identical with the Dumbo-type radar set which was reported in June 1954. The new location of the Token type set was reported for the first time. The wooden tower with three antennas east of the quartering buildings at the edge of the woods was reported previously. The observation of three Fishnet-type radar sets at the field is probably due to the fact that the fighter regiment which transferred from Briesen to Altenburg brought its radar sets along.

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3. Comment. Double sentries patrolling the area around the airfield and the blocking of connecting roads are normal security measures.

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4. Comment. The construction of aircraft revetments on clearings in the woods appears credible. It is believed improbable, however, that the field is open to the northeast. Boundaries were possibly not identified because the possibilities of observation are limited.

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